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THE PASSENGER AND
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GUIDE

.. TO ..

Singapore, Penang,
Malacca

.. AND ..

The Federated Malay States of
Perak, Selangor, Pahang,
Negri Sembilan and
Sungei Ujong

.. ALSO ..

Johore, Deli, Bangkok and Batavia

WITH A

HANDY SKETCH **MAP** OF SINGAPORE

And Steam Ship and Railway Time Tables



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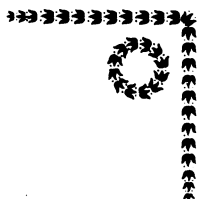


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Deli
Bangkok
and Batavia



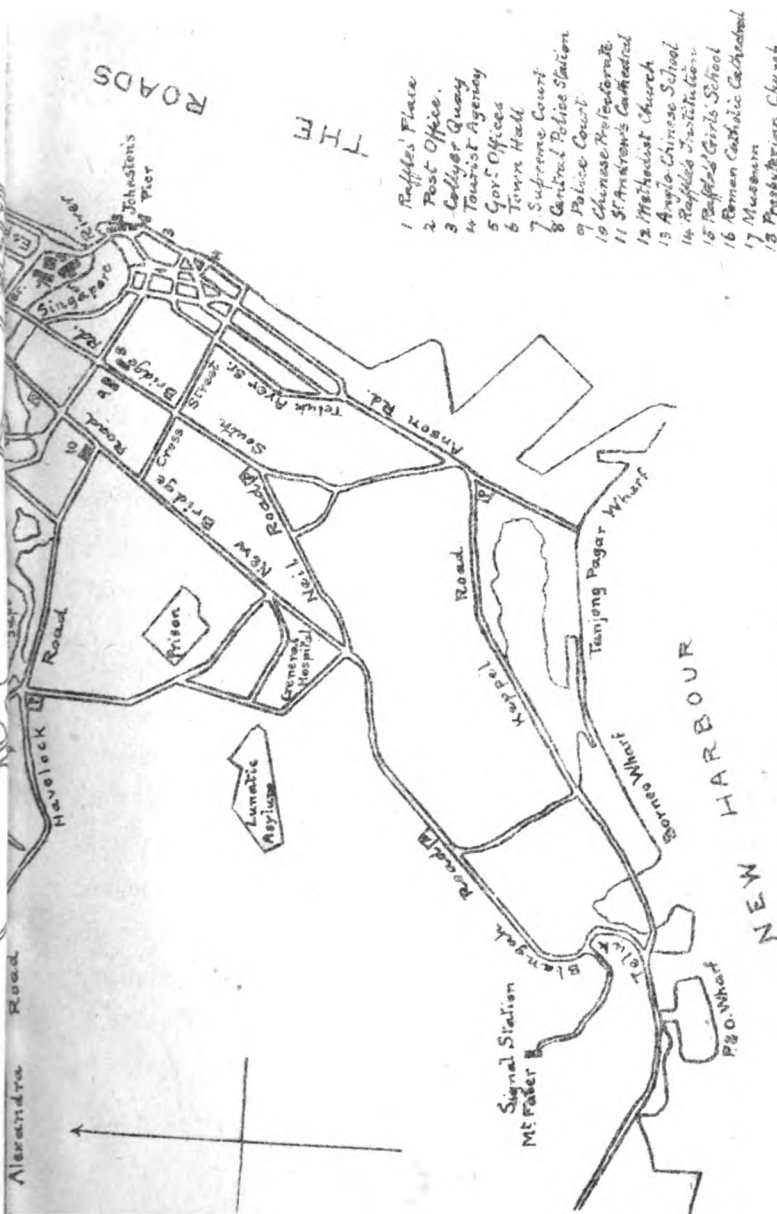
Steam Ship and Railway Time Tables
Handy Sketch Map of Singapore



SINGAPORE
AMERICAN MISSION PRESS
1900







THE

ROADS

- 1 Raffles' Place
- 2 Post Office.
- 3 Collyer Quay
- 4 Tourist Agency
- 5 Govt Offices
- 6 Town Hall
- 7 Supreme Court
- 8 Central Police Station
- 9 Police Court
- 10 Chinese Prefecture
- 11 St. Andrew's Cathedral
- 12 Methodist Church
- 13 Anglo-Chinese School
- 14 Raffles Institution
- 15 Raffles Girls' School
- 16 Roman Catholic Cathedral
- 17 Museum
- 18 Presbyterian Church
- 19 Ladies' Tennis Ground
- P = Police Station.

MAP OF SINGAPORE

Scale, 2 Inches to 1 Mile

I.6365



From the Library of
Roger T. Atkinson.

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SINGAPORE.

SINGAPORE is the seat of the Government of the Straits Settlements and its Dependencies. The Governor of the Straits Settlements is also High Commissioner for the "Federated Malay States" and High Commissioner for the territories of the "British North Borneo Company," and Brunei and Sarawak.

Singapore was founded 6th February, 1819, by Sir Stamford Raffles, whose statue is erected on the centre of the Esplanade.

It is a strongly-fortified coaling station.

Distance from Great Britain, about 8,000 miles.

Total Population, in 1891—184,554. (Europeans and Americans, including military—5,254).

Nearly all nationalities are represented, Chinese predominating.

Area, 145,000 acres, of which 21,000 are cultivated.

Singapore Observatory.

Latitude, $1^{\circ} 17' 13'' 7''$ N. Longitude, $103^{\circ} 51' 15'' 7''$ E. Difference in time between Greenwich and Singapore, 6 hours 55 minutes and 25.05 seconds.

Places of Interest.

Botanical Gardens.—3 Miles from Town in the Tanglin district.

Raffles Museum.—Stamford Road, $\frac{1}{2}$ mile from Hotels. A fine, spacious building with ethnographical, zoological and mineralogical collections, and a library. In a short time the visitor can obtain a very good view of the fauna and products of the Malayan Peninsula and Eastern Archipelago, and learn something about the history of this part of the world.

Esplanade.—Here may be seen Football matches, cricket, hockey, etc.

Impounding Reservoir, Thompson Road.—One of the most picturesque places of the Island, $3\frac{1}{2}$ miles from town.

Chinese Temples.—Teluk Ayer Street and South Bridge Road.

Hindoo Temple.—South Bridge Road.

English Cemetery.—Bukit Timah Road.

Old Cemetery.—At the foot of Fort Canning. Many old residents are buried here. Some of the graves have lately been put in order and attended to by Mr. C. B. Buckley and another charitably disposed old resident of Singapore.

Town Hall. On the right of the Government Buildings after passing over Cavanagh Bridge from the Post Office, with Boat Quay on the left. It is used as a Concert Hall and Theatre, the monthly concerts of the local Philharmonic Society taking place here.

Large oil paintings of former Governors ornament the walls. In front of the Town Hall is the statue of an Elephant on a pedestal (the royal emblem of Siam). It was erected by the king of Siam, and commemorates the landing, for the first time, of a Siamese king on foreign soil. This took place in 1871.

The Obelisk at the junction of the three roads opposite the Town Hall and Esplanade, was erected by the European and Native communities of Singapore to commemorate the visit of the Marquis of Dalhousie, who first recognised the wisdom of the Free Trade policy of this port.

A Monument in memory of Ronald Macpherson, Lieut. Col. R.A., Madras, Lieut. Governor and Colonial Secretary, Straits Settlements, who died December 6th, 1869, is erected in the grounds of St. Andrew's Cathedral.

Native Bazaars. A visit to the quarter where the non-Europeans live is to be recommended.

In the European commercial part of the town are also well-stocked European shops, which are distinguished by their richness in artistic Chinese and Japanese productions. Clothing suitable for the climate and everything for travel-

ling and sporting purposes can be had at shortest notice, generally the same as at the best London houses.

The Tanjong Pagar Docks, Chinese Tea-houses, Chinese Temples, etc., opium smoking shops (so-called dens) and Native life at night time are also worth seeing.

In the evening travellers who take an interest in Native life can easily satisfy their curiosity by paying a visit to a real Chinese theatre.

If they have more than one day at their disposal, they should devote it to a trip of about 7 miles to Bukit Timah (519 feet), the highest hill of the island, from which they can obtain a good view of the whole island. Seven miles further by the same road, and one mile by boat, is the town of Johore, which would amply repay a visit. The Passenger and Tourist Agency, 3, Finlayson Green, supply full information and afford Passengers all assistance.

The suburbs of Singapore are most picturesque. The roads are perfect for Cyclists. The best runs are the Bukit Timah and Pasir Panjang Roads; Cyclists can go *via* Pasir Panjang over beautiful country, and return by Bukit Timah village over a beautiful road straight to Town. Sirangoon and Tampinis roads, also Gaylang road to Changi (16 miles), are favourable roads for cyclists.

There are beautiful shady roads all over the island.

Sea bathing can be had at Changi, Pasir Panjang and Tanjong Katong.

SCHOOLS.

Raffles Institution. Founded by Sir Stamford Raffles, the founder of Singapore. Boys' School, Beach Road, facing the sea. Girls' School, corner of North Bridge Road and Bras Basah Road.

St. Joseph's Institution (Roman Catholic), Bras Basah Road.

Anglo-Chinese School (Methodist Episcopal), Colman Street and Armenian Street.

Eastern School (English Presbyterian Mission), Gemmill's Hill, Teluk Ayer.

Cross Street School (Government), Cross Street.

Victoria Street School (Government), Victoria Street.

Methodist Girls' School, Short St. and Selegie Road.

St. Anthony's Boys' School (Roman Catholic), Victoria Street.

St. Anthony's Girls' School (Roman Catholic), Queen Street.

Chinese Girls' School (Female Education Society), Government Hill.

Anglo-Chinese Free School, (under Chinese management), Teluk Ayer Street,

Chinese Girls' School, (under Chinese management) Hill Street.

Teluk Ayer Girls' School (Methodist), Cecil Street.

Also Government Vernacular Schools in Malay villages all over the Island.

CHURCH SERVICES.

CHURCH OF ENGLAND.

ST. ANDREW'S CATHEDRAL SERVICES.

7 a.m., Matins.

7.30 a.m., Choral Celebration and Sermon.

9 a.m., Litany and Celebration.

4 p.m., Catechism and Sunday School.

5.30 p.m., Evensong and Sermon.

ST. MATTHEW'S CHURCH.

8 p.m., Evensong and Sermon.

ROMAN CATHOLIC.

CATHEDRAL OF THE GOOD SHEPHERD,

Victoria Street and Bras Basah Road.

6.30 a.m., Low Mass and English Sermon.

8 a.m., High Mass and English Sermon.

5 p.m., Vespers and Benediction.

CHURCH OF ST. PETER AND ST. PAUL, QUEEN STREET.

6.15 a.m., Low Mass and Chinese Sermon.

8 a.m., Low Mass and Chinese Sermon.

2.30 p.m., Prayers in Chinese and Benediction.

CHURCH OF OUR LADY OF LOURDES, OPHIR ROAD.

8 a.m., Low Mass.

5 p.m., Prayer in Tamil and Benediction.

CHURCH OF ST. JOSEPH, VICTORIA STREET.

8 a.m., Morning Service.

5 p.m., Vespers and Benediction.

PRESBYTERIAN.

CHURCH, ORCHARD ROAD.

7.30 a.m., Divine Service.

3.45 p.m., Sunday School.

4.45 p.m., Divine Service.

Boustead Institute, 7.30 p.m.,

CHINESE MISSION, PRINSEP STREET.

9 a.m., Service in Malay.

10 a.m., Service in Chinese (Swatow Vernacular).

2 p.m., " " " "

7.30 p.m., Service in Malay.

Services at 9 a.m. and 2 p.m. in the Mission Chapels at Bukit Timah, Serangoon, and Galang.

METHODIST EPISCOPAL.

COLEMAN STREET CHURCH.

7.30 a.m., Preaching Service and Sunday School.

5 p.m., Preaching Service.

8 p.m., Evangelistic Service.

MIDDLE ROAD CHURCH.

9 a.m., Service in Chinese (Foochow vernacular).

10.30 a.m., Service in Malay.

11.30 a.m., Sunday School in Malay.

7.45 p.m., Service in Malay.

ARMENIAN.

CHURCH OF ST. GREGORY, HILL STREET.

8 to 10 a.m., Mass (in Armenian).

OTHER SERVICES.

BETHESDA, BRAS BASAH ROAD

9 a.m., Address in English, and Breaking of Bread.

8 p.m., Service in English.

CHINESE GOSPEL HALL.

10 a.m., Breaking of Bread.

4 p.m., Gospel Preaching.

7.30 p.m., Bible Reading.

Distances.

Mail steamers on arrival go alongside the wharves at New Harbour. The distance to Town from the P. & O. wharf is $2\frac{3}{4}$ miles.

Borneo Wharf, where the French and German Mails arrive, is $2\frac{1}{4}$ miles from Town.

Fares.

Hackney Carriages (Pony and four-wheeled carriage), if taken by time by one or two persons, 60 cents, three or four persons 75 cents, for every hour or part of an hour. For half a day or five hours, for one or two persons, \$1.50, three or four persons, \$2.20.

Rikisha hire, per mile, six cents by day, and eight cents by night, (between 9 p.m. and 5 a.m.) Fares are the same for single and double rikishas. For every hour or part of an hour's detention, five cents chargeable in addition to the above fares.

Government Buildings.

General Hospital and Lunatic Asylum, Sepoy Lines, 2 miles from Post Office.

The Police Courts are in South Bridge Road, and less than half a mile from the General Post Office. Travellers should not fail to visit the Singapore Police Courts. Here will be seen a young British Magistrate trying "John Chinaman," and the Court crowded with hundreds of the prisoner's countrymen, and it often happens that the Magistrate is the only white man in the Court.

The Supreme Court is at the back of the Town Hall, near the Esplanade.

Criminal Prison. Sepoy Lines.

Fort Canning is on a hill, in the centre of the Town. The signal flagstaff is here. A good view of the Town and shipping can be seen from the signal station, which is under the Harbour department.

Photographs of Fortifications. Taking photographs within 1000 yards punishable by law.

Chinese Protectorate. New Bridge Road.

Tanglin Barracks. Tanglin. Regiment stationed here.

Government Offices.—Passing the Post Office and going over Cavanagh Bridge (suspension), so named after Col. Cavanagh, a former Governor, the visitor will see in front of him the Government Offices, a large block of buildings. To the left is the Singapore River with its large floating population and numerous cargo boats.

Government House stands on a hill in beautifully laid-out grounds, the entrance to which is through large iron gates, on the right hand side of Orchard Road, about 500 yards beyond the Museum, in the direction of "Tanglin," where most of the well-to-do Europeans live.

Banks.

Banking hours, 10 a.m. to 3 p.m. Saturdays, 12 noon. The Chartered Bank of India, Australia and China, and the Hong Kong and Shanghai Bank are in Battery Road, opposite the Post Office and Singapore Club and Johnston's Pier. The Mercantile Bank and the Bank of China and Japan are in Raffles Place (otherwise Commercial Square). The Netherlands Trading Society (Dutch Bank) Collyer Quay.

Clubs.

The Singapore Club is distinguished both for the splendid view which it commands of the roadstead and for the tasteful arrangement of its spacious dining and conversation rooms. The lower portion of the building forms the Exchange, where the Chamber of Commerce meets.

Singapore Cricket Club, near the Town Hall, on the Esplanade.

Singapore Recreation Club. On the other end of the Esplanade.

Masonic Club. Coleman Street.

Tanglin Club. Scott's Road.

Teutonia Club. (For Germans only.) Scott's Road.

Ladies Lawn Tennis Club, nearly opposite the Museum, Stamford Road.

There are also several well-conducted Chinese Clubs, whose members are Straits-born Chinese merchants.

Golf Clubs.

Singapore Golf Club, at the Race Course. The Race Course is at the back of Government House, off the Campong Java Road.

Sepoy Lines Golf Club, at the back of the General Hospital.

Hotels.

Raffles Hotel. In Beach Road, facing the sea and near the Raffles Institution for Boys. Charges per day from \$6 upwards, according to size of apartments taken.

Hotel de l'Europe, facing the Esplanade (under Dutch management). Charges per day, \$4 to \$6.

Adelphi Hotel, Coleman Street; opposite St. Andrew's Cathedral. Charges per day, \$4 to \$6.

Hotel de la Paix, Coleman Street; charges per day, \$4 to \$6.

Telegraph Office.

Eastern Extension Telegraph Company. Head Office, Clarke Quay.

TELEGRAM RATES.

Europe (all countries) per word		\$ 2.25
Singapore to Malay Native States per word	.12 to	.27
" Ceylon	"	\$1.00
" Hongkong	"	1.00
" Shanghai	"	1.20
" Amoy	"	1.20
" Foochow	"	1.20
" India	"	0.95
" Japan	"	2.30

Consuls.

All European countries and America and Siam are represented here by their Consuls. Most of the consular offices are to be found along Collyer and Clarke Quays, except :

German & Austrian Consulates, Battery Road ; Japanese Consulate, Neil Road.

Mails.

The principal are P. & O., French and German Mails, British India, etc. Special Mails for coast ports.

The P. & O., French and German Mails each arrive outward and homeward fortnightly, giving a total of three mails in two weeks.

The English and German Mails call at Penang. The British India have a fortnightly service between Manila and Singapore, and between Australia and India.

The coast shipping is as follows :—

The Dutch Royal Steam Packet Company, to Java and Netherlands India.

The Straits Steamship Co., to Malacca, Port Dickson, Kwala Klang, Teluk Anson, and Penang.

Also Tan Kim Tian S. S. Company, Ltd., and others.

Newspapers.

The principal newspapers are the *Straits Times* and *Singapore Free Press* (Daily and Weekly). There are also three Chinese newspapers.

Names of the Principal Articles of Export.

Gambier, Gutta-Percha, Coffee, Hides, Rattans, Sago Flour, Pepper, Tin, Tapioca, Copra, Nutmegs, Canes, Gum Benjamin, Gum Copal, Gum Dammar, Gamboge, Sticlack, Mother-o'-Pearl Shells, etc., etc.

New Year Sports.

On New Year's Day there is a Regatta in the Harbour, and sports on the Esplanade. Nearly all kinds of sailing

craft take part in the Regatta, particularly Malay prows, which are specially built and kept at the different Malay villages during the year to take part in the Regatta. Boats come from Johore and the neighbouring islands for this purpose. It is a sight well worth seeing. These sports are subscribed for by the public generally, and have taken place almost since the foundation of the Settlement.

Dogs.—Importation forbidden by law.

SINGAPORE TO MALACCA.

MALACCA is the oldest European possession in the East, having been taken from its Malay Sultan by the Portuguese under Albuquerque, as early as 1511. It was held by them till 1641, when the Dutch, after several fruitless attempts, succeeded in capturing the Fort. The place remained under Dutch Government until 1795, when it was taken military possession of by the English.

Malacca was held by the English till 1818, when it was restored to the Dutch. It finally came into our hands under the treaty with Holland in 1824, in exchange for a British Settlement at Bencoolen, and other places on the west coast of Sumatra.

Distance from Singapore, 118 miles (by sea).

Distance from Penang, 251 miles (by sea).

Latitude 2° 11' 40" N.

Longitude 102° 15" E.

Places of Interest.

I. Ruins of the old Portuguese Church, on the flagstaff hill, the oldest European building east of Suez, with the tomb of the second Bishop of Japan, dated 1598. There is a memorial tablet to St. Francis Xavier, and many curious old tombstones.

II. The Portuguese Church at Bunga Rajah.

III. The Chinese town with some very old buildings, decorated inside with Chinese carving, etc.

IV. Gateway to old entrance of fort near Esplanade with old arms.

V. The Waterworks Impounding Reservoir at Ayer Salak (8 miles distance).

VI. Alor Gajah with graves of soldiers killed in the Naning War, 1832.

VII. The hot springs at Ayer Panas (16 miles).

VIII. Mount Ophir, 4,186 feet above the level of the sea.

The ascent of Mount Ophir can be made from Malacca. The best time for the ascent is between the end of January, and June. The time occupied is one day to the foot, one day for the ascent, a third day for the descent and the return to Malacca.

It would be better to allow one or two days more if not pressed for time. Parties may drive to the foot of the hill, and ride or walk up.

It will be necessary to take camp equipment. The fauna and flora are of the most varied description peculiar to the Malayan Peninsula. The scenery is beautiful. Camp followers can be obtained at 30 cts. per day and food (Malays). Food, rice and salt fish.

Old Gold Mine.—The country at the back of Mount Ophir has large ancient gold mining workings, extending over a large area. A Syndicate has lately been formed to re-open one of these at Batu Bersawah, situated on the banks of the Muar river, a little over 20 miles from the Negri Sembilan boundary at Tampin.

Wild Animals.—Elephant, Tiger, Tapir, Monkey, Deer, Pig, etc.

Fruits. Blimbing, Custard Apple, Durian, Durian Blanda, Duku, Langsat, Lime, Mangosteen, Orange, Plantain, Polesan, Pine Apple, Rambutan, Tarrip, Tampang, etc.

Language used in conversing with natives, Malay.

Sportsmen should apply to the Chief Police Officer for a permit to carry arms, which can be obtained for a small

fee, and such permits are never refused to Europeans.

The chief products are tapioca, rice, coconuts, and fruit. Rubber cultivation is extending.

There are over 270 miles of roads in Malacca. Two-thirds of this mileage can be pleasantly passed on Bicycles. The trip from Malacca to Seremban, the capital of Sungei Ujong, *via* Tampin and Kwala Pilah, is a good Friday-to-Monday excursion. The distance is about 72 miles. There are Rest Houses at Malacca, Tampin (24 miles), Kwala Pilah (48 miles), and Seremban (72 miles), where all necessities can be had at a moderate charge (\$3 per day). They are under Government control. Cyclists can sleep at Seremban and ride on to Malacca next day and catch one of the Straits S. S. Co.'s vessels leaving Malacca at 8 p.m., or they may take train from Seremban to Port Dickson, and catch the vessel leaving for Singapore at 5 p.m., and arrive at Singapore on Monday morning.

In fact, Cyclists can go from Malacca right through the Native States to Province Wellesley, finding resting-places at suitable distances and returning from Penang by steamer. This journey can be done in a week.

At Durian Tunggal, 10 miles from Malacca town, is a Tea estate, which produces excellent tea.

Hack Gharries and Rikishas are the same as in Singapore and Penang. In up-country districts much travelling is done in bullock carts of an improved pattern.

FROM SINGAPORE TO JOHORE.

JOHORE BHARU, the Capital of the State and Territory of Johore, lies at the extreme southern end of the Malay Peninsula, and is separated from the Island of Singapore by the narrow Straits of Tebrau (only $1\frac{1}{4}$ mile wide). Visitors can reach Kranji (14 miles from Singapore town) by means of carriages. This drive forms one of the most charming experiences in the East, through a lovely country glowing

with tropical life and vegetation, along roads which may be described as perfect.

On arriving at Kranji, the visitor takes a sampan, and after a pleasant though short journey across the quiet water of the Strait, reaches the landing-stage at Johore.

In crossing, the visitor will notice the new Mosque on the left (a building with four lofty towers), the Istana (the palace of H. H. the Sultan) which is open for the inspection of visitors, and a little on the left, below the Fort Hill, the Johore Rest House overlooking the Straits.

Places of Interest in Johore.—

- (1) The Istana.
- (2) The Gambling Houses .(The Monte Carlo of the East)
- (3) The Istana Gardens.
- (4) The Chinese Town.
- (5) A pleasant and extensive Esplanade, $2\frac{1}{4}$ miles in length.

The drive back to Singapore, either in the evening or in the early morning, is most delightful, and will certainly prove to be not the least enjoyable part of the trip.

All arrangements made by the Passenger and Tourist Agency at moderate charge. Parties personally conducted. Guides and Interpreters supplied. The trip can be made in 6 hours.

Passengers on mail steamers calling at Penang are recommended to telegraph to "Tourist, Singapore," stating the number of the party, and carriages will be sent to meet vessels on arrival.

SINGAPORE TO PENANG.

PENANG, or Prince of Wales' Island, as it is officially called, was founded on the 17th July, 1786, was ceded to Capt. Light (acting for the East India Company), by the Raja of Keddah in 1785, on the stipulation that the sum of \$10,000 should be annually paid to the Raja of Keddah as

long as the British occupied the country. This sum, which has since been paid, was finally settled when Penang was extended, in consequence of the prevalence of piracy on the mainland opposite, by a strip of the coast now called Province Wellesley, purchased from Keddah. Province Wellesley is 35 miles long, and is in a high state of cultivation compared with neighbouring territories.

Population of Penang, Province Wellesley, and Dindings 235,618, according to the census taken in 1891.

Nationalities : European, Eurasian, Chinese, Achinese, Boyanese, Bugis, Javanese, Jawi Pekans, Malays, Tamils, and other natives of India, also Arabs, Armenians, Siamese, and Singalese.

Latitude $5^{\circ} 24' N.$

Longitude $100^{\circ} 1' E.$

Distance from London nearly 8,000 miles.

Distance from Singapore, 370 miles.

Places of Interest.

The Waterfall Gardens. (Cascade.) Distance from landing Pier or Jetty $4\frac{3}{4}$ miles. This is a natural waterfall, and is well worth a visit. The source has never been found, but is supposed to come from a large inland sea or lake in Sumatra called "Laut Toba" or "Toba Sea," on the other side of the Straits of Malacca, and passing under the sea. The supply of water is nearly always the same.

In the Waterfall Gardens the visitor will find Tropical vegetation in all its beauty, surrounded by hills of virgin forest.

The Hills, 2,724 feet above the level of the sea. There is an Hotel on the top of Penang Hill. The charges are from \$4 to \$5 per day. Chairs or Ponies are available for the ascent of the Hill. Chairs cost about \$1.50; Pony, \$2. These can be ordered at Beach Street. Carriages may be had from the livery stables in Smith Street.

A steam tram runs out to Ayer Itam, on the West side of the Hill. A railway to the top of the Hill is now in course of construction.

The climate at the top of the Hill is about equal to that of an English summer. From the Hill the scenery is very beautiful. You can see the Mountains on the Malay Peninsula, and on clear days you can see the rivers in Province Wellesley, with large tracts of rice fields, and sugarcane plantations.

St. George's Church, situated at the corner of Pitt and Farquhar Streets, in the grounds of which stands a monument erected to the memory of Capt. Light, the founder of the Settlement.

Roman Catholic Church. Farquhar Street, opposite the Convent.

Government Offices are in front of the landing stages, and the Police Court and Police Offices are opposite the old Fort, which is now used as a Police barracks.

The Esplanade, on which are two Cricket Clubs, is between the Town Hall and the Fort. A Band plays on the Esplanade twice a week.

Dato Kramat Gardens are a little over two miles from the Jetty. There is a monument here to Mr. Brown, an old respected resident of Penang.

The Masonic Hall is on the Northam road, 2 miles from the Jetty. The General Hospital, Sepoy Lines, and the residence of the Resident Councillor are three miles from the Jetty.

English Cemetery, not far from the Sikh barracks, Sepoy Lines, about three miles from the Jetty.

Penang Club, on Northam road, about 2 miles from the Jetty. The Race Course is at Sepoy Lines, distance 3 miles from the Jetty.

Telegraph Office, on the Northam road. Telegraph rates for Europe same as Singapore. Rates to Native States, 17 to 19 cts. per word. Town Office, Beach Street.

Mails. P. & O. and German Mail Steamers call here. British India boats to Southern India and to Burmah and

Calcutta, also steamers of the Apar line sailing between Calcutta and Hong Kong.

Local Shipping. Teluk Anson and other coast ports, including Deli (Sumatra). Frequent services, almost daily.

Hotels. Charges per day \$5 to \$7.

Balik Pulau. There is a town at the back of the island called "Balik Pulau." This district is in a high state of cultivation, producing nutmegs, coffee, etc. The cultivators are native Christians. There is a Roman Catholic Church in the village, and it is quite a sight to see the native Christians making their way to and from the Church on Sundays. There is a carriage road from "Balik Pulau" to Town over the "Ginting Pass." The scenery along this road is also very picturesque and beautiful. Sportsmen are recommended to go to Balik Pulau in the snipe season, as they birds abound in the rice fields.

Province Wellesley. There is a steam ferry to Butterworth, Province Wellesley, $1\frac{1}{2}$ miles from Penang. Butterworth is the chief town, and is named after a Colonel Butterworth. The chief articles cultivated are, sugar, tapioca, rice, coconuts, etc. Snipe are plentiful in the season. It is necessary for visitors to get a pass from the Police to carry arms, which can be obtained for a small fee.

A Railway runs through a large portion of Province Wellesley, and is about to be joined to the Perak system of railways, which is the base of a trunk line through the Malay Peninsula. The roads both in Penang and Province Wellesley are good for cyclists. Cyclists may go through on a straight road to Taiping, the chief town of Perak.

MALACCA TO PORT DICKSON.

AND

Port Dickson—Sungei Ujong

Regularly four times a week, ships of the Straits Steamship Co. leave Singapore for the Ports on the West Coast

of the Malayan Peninsula. These steamers, though small, afford every comfort for 1st class passengers.

The trip along the whole coast is a delightful one, all through the year. These ships leave Singapore at about 5 p.m. and go through New Harbour, passing along the coast most of the way, arriving off Malacca in the early morning, where only a short stay is made to land and take on passengers.

A few hours later the first harbour of the Native States is reached.

Port Dickson.

Port Dickson is named after the late Sir Frederick Dickson, a former Colonial Secretary. This excellent harbour affords anchorage for the largest ships. A good wharf is erected and connected with the railway of Sungei Ujong, which State we now enter. Port Dickson being the only harbour of this State, the imports and exports pass this way.

The town of Port Dickson is renowned for its pretty surroundings and good climate. The place being considered a "Sanitorium" by people of the neighbourhood, and being a favourite place for Picnic parties and holiday seekers. There is a comfortable Government Rest House here open to all European travellers; charges about \$3 per day, similar to all other Rest Houses in the other States of the Peninsula.

A short trip by the Railway brings the visitors to Seremban, the capital of the State of Sungei Ujong.

Railway fares, 1st class ... } See Railway Fares
,, 2nd class ... } page 31 & 32.

This Railway leads partly through virgin forest, and partly along coffee estates and padi (or rice) fields. One is astonished to find such a thriving town after passing through partly unopened country. This place (Seremban) which owes its importance, like most other towns in the Malay Peninsula, to the results of tin mining, is remarkably well laid out. A very broad and excellent road leads from the station to the Town (distance about $\frac{1}{4}$ mile). The first build-

dings that are noticeable are the Government buildings on the right, and the Club. There is a large comfortable Rest House also here. The town itself is of an essentially Chinese character and well worth a walk through. Within close proximity to the town alluvial tin-mining is carried on. A cart road (17 miles long) connects this town with Berenang, a village in the State of Selangor.

In the near future the railway will extend in this direction to connect with the Selangor railways.

From Seremban it is well worth while to make a trip to Jelevu, a very important mining centre, belonging to the State of Negri Sembilan.

The road from Seremban to Jelevu, leads over a very high pass (a well metalled road). Two-wheeled hackney carriages with a pony may be had readily from here to Kuala Klawang, the centre of Jelevu.

The distance can be covered in about 4 hours by hackney carriage.

Half way, on the summit of the Pass is a Rest House. The scenery all along this road is very picturesque. The town of Kwala Klawang lies in a valley surrounded by high hills. The hills form a water-shed between the East and West coasts of the Peninsula.

A splendid view of the mountains in the State of Pahang is obtained at this point.

There is a Rest House, and a Club for Europeans. On all sides one notices indications of the place being a big mining centre, the Jelevu Mining and Trading Companies having the chief works here.

A visit to their Tin mining establishment would prove of great interest to a traveller, introduction, of course, being necessary. Not far away from this place, one can see some large alluvial mines in full swing. In the forests of this State, big game abounds, and sportsmen would find plenty of good sport. A road is being constructed which will connect this town with the State of Pahang. At the present time only jungle paths connect these States, although sportsmen with camp equipment and followers would find it worth their while to cross from here into Pahang.

FROM SINGAPORE TO KUALA LUMPUR.

Vessels of the Straits Steamship Co. sail for this port four times a week. On arrival at Kuala Klang the vessel goes alongside the wharf, which is connected by railway with Kuala Lumpur. A passenger train leaves for Kuala Lumpur shortly after the arrival of the steamer, and passengers have ample time to secure seats.

Fares to Kuala Klang	1st Class	\$15.00		
"	"	"	2nd Class	7.50

The total length of railway open for traffic at the end of 1897, was $77\frac{1}{2}$ miles. After a short pleasant journey through partly virgin forests, the train will draw up at the platform of the railway terminus, Kuala Lumpur. This is considered to be the finest and largest railway station in the Far East.

Visitors will find Hack carriages waiting outside the railway station to take them to any part of the town.

There is a Government Rest House ; and also an Hotel recently opened under the management of Mr. C. P. Anchant (five minutes drive from the station).

There are some very fine buildings here. Notably the Government Buildings. There are several Clubs. The Cricket Club on the plain, and the Lake Club, near the lake. There are some beautiful drives in the suburbs of Kuala Lumpur. It is noted for its tin mines.

The Government consists of the Sultan, advised by the British Resident and assisted by the State Council. The Sultan resides at Kuala Langat.

Kuala Selangor contains the most important fisheries in the State.

Ulu Langat is an inland mining district on the borders of Negri Sembilan.

Each district is under the charge of a European District Officer.

Places of Interest.

The new Public Buildings. The Court House. The Lake Gardens. Native Bazaar and Markets and some of the Chinese Houses and temples. The Gambling Farm. (Gambling is licensed by the State.)

The Cricket Club, otherwise called the "Spotted Dog."

The Batu Caves, a few miles from town. These are well worth seeing.

The railway goes inland as far as Kuala Kubu. From Kuala Kubu is a beautiful cart road leading through miles of jungle. Plenty of sport may be had here. This road leads over the mountains to the town of Raub (noted for its gold mines) in the State of Pahang.

The scenery all along this road is most beautiful.

Two-wheeled carriages may be had from Kuala Kubu to Kuala Lipis in the State of Pahang.

There is a good cart road right through from Kuala Lumpur to Taiping the capital of Perak, this road is fit for Cyclists.

Total population of Selangor, 81,592. This includes 190 Europeans, 167 Eurasians, and 54,844 Chinese.

Sir Frank Swettenham, the Resident General of the Federated Malay States, resides at Kuala Lumpur.

PENANG TO TELUK ANSON.

TELUK ANSON is the only sea port of Perak. Distance from Penang 130 miles and 240 from Singapore. A vessel of the Straits Steamship Co. leaves for Teluk Anson almost every day. It is only a few hours' run. Vessels go alongside the wharf.

Visitors will find here a well laid out town, with European Club, Rest House, etc.

The principal buildings are Government Offices, Hospital, the Water Tower, Police Station, Prison and Railway Station.

It is here the visitor will see for the first time the Kinta Valley System of Railway which goes as far as Enggor, a distance of 73 miles, through the towns of Batang, Padang, Ipoh and Batu Gajah. A line passes at the upper end of the Kinta Valley and goes through large marble quarries to Enggor. The towns of Ipoh and Batu Gajah are well laid out, possessing fine buildings, Clubs, and Rest Houses, and are well worth a visit. Big game may be had in this district.

PENANG TO TAIPENG.

TAIPENG is the capital of the State of Perak, 8 miles from Port Weld and about 13 from the sea coast, and a mile from the foot of the Ijan range of hills, which rise to a height of over 5,000 ft. and afford good water supply.

There are frequent vessels from Penang to Port Weld.

The mountain ranges, which occupy a great portion of the State of Perak, reach in some places altitudes of 7,000 and 8,000 ft.

There are some very fine buildings in Taipeng. The principal are : The Government buildings, opened in 1898, the Prison, Hospitals with accommodation for 1,000 patients, Museum, Barracks for the Malay States Guides, Markets, Police Stations, Court House, Water Works. Other buildings are the Clubs, Hotels, and a Rest House.

Taipeng is noted for its Tin. Visitors should pay a visit to the Tin mines during working hours. Here may be seen swarms of Chinamen working at the various stages of tin mining.

Hackney Carriages ply for hire in the streets, and there are some nice drives in the town and suburbs.

Banks. Chartered Bank of India, Australia and China.

Churches. Church of England—"All Saints Church."

Services 8 a.m. and 6 p.m. Roman Catholic—"Our Lady of the Sacred Heart."

Game. Sportsmen will find large game in this State.

FROM PENANG OR SINGAPORE TO DELI.

DELI is on the North-east coast of Sumatra, and only a few hours sail from Penang or Singapore. The Steamship *Sumatra* leaves Singapore for Deli on every Saturday afternoon and returns on Thursday. The steamships *Calypso* and *Hebe* are despatched every four days for Deli *via* Penang.

MEDAN is the chief town and the seat of the Resident, and is the military headquarters. Vessels arrive at Belawan, the port of Medan, whence the railway takes the passengers to Medan, which is a pleasant little town laid out in the orthodox Dutch fashion with a grass plain in the centre surrounded by ornamental trees.

Banks. Chartered Bank of Ind'ia, Australia and China, and the Netherlands Handel Maatschappij.

Hotels. Medan Hotel Maatschappij. Orange Hotel.

Clubs. Witte Societeit. Gymnastic Club. New Deli Race Club.

Telegraph Office. The Eastern Extension Australasia and China Telegraph Co. have a branch here.

There are many large tobacco estates here. The principal one is the Deli Maatschappij, which for 25 years has paid a dividend averaging 75 o/o per annum. There are also large tea estates, and travellers are recommended to visit them and the tobacco estates, especially to see the large drying sheds. There are good roads for 20 or 30 miles inland. The mode of travelling is on horseback or in two-wheeled carriages. In the interior large game abound, especially tigers.

Special Caution to Sportsmen. The importation of Arms to any part of Netherlands India is strictly prohibited without a permit, but sportsmen will find no difficulty in obtaining the necessary permit from the Dutch Consuls at Singapore and Penang.

It is necessary according to Dutch law for all foreigners to report themselves at the Police Office within 24 hours of arrival.

Currency. Guilders and dollars. Visitors will find no difficulty in getting their money changed at the Banks.

FROM SINGAPORE TO SIAM.

The East Indian Steamship Co. Ltd., connects with every mail for Bangkok, while the s.s. *Singapore* sails from Singapore to Bangkok every 10 days.

Fares by East Indian Steamship Co. 1st Class \$50

Fares by s.s. *Singapore*. 1st Class \$50

The voyage occupies about 4 days.

BANGKOK, which is the capital, is situated on both banks of the Menam River, about 25 miles from the bar at the mouth of the river.

Hotels. Oriental Hotel.

Banks. The Hongkong and Shanghai Banking Corporation. The Chartered Bank of India, Australia and China.

Currency. Tical, value 66 cts. of the Mexican Dollar; and the Hongkong and Shanghai Bank issues notes in Siamese currency.

Consulates. British Legation and Consulate General. Belgian Legation and Consulate General. Austro-Hungarian Consulate. Danish Consulate General. German Legation. Italian Consulate. Japanese Legation. French Legation. Netherlands Consulate General. Portuguese Consulate General. Russian Legation. Swedish and

Norwegian Consulate. United States of America Legation.

British subjects in Siam, under the treaty of 1855, are under the Jurisdiction of the British Consul, being required to register their names at the Consulate.

Bangkok is supplied with Postal, Telephone and Telegraph services. There is an electric tramway running in the streets. On the river there are numerous steam boats and ferries plying. There is a railway from Bangkok to Geng Koi, over a hundred miles long.

King of Siam. Phrabath Somdetch Phra Paraminar Maha Chulalongkom Phra Chula Chom Klua, born 21st Sept. 1853, succeeded to the throne 1st October, 1868.

Clubs and Societies. Bangkok Gun Club. Bangkok Sailing Club. Bangkok United Club. Bangkok German Club. Royal Bangkok Golf Club. Ladies Library Association. Bangkok St. Andrew's Society.

Hospitals. Bangrak Hospital. Siamese Government Hospital, with accommodation for Europeans. St. Louis General Hospital, under the care of the Sisters of Charity. Bangkok Nursing Home.

Newspapers. "Bangkok Times." "Siam Free Press." "Siam Observer."

Places of Interest.

The River, with its large floating population. The various Siamese Temples; the Royal Elephants; the Royal Palace, to which Europeans were admitted for inspection formerly, but now have to obtain permission through one of the Consuls; a visit to Siamese Court of Justice.

A trip up the river in a house-boat for small game shooting. A short journey by railway into the country through the agricultural districts.

A visit to one of the large rice mills would prove interesting.

There are also weekly steamers which connect Bangkok with Saigon and Hongkong.

SINGAPORE TO BATAVIA.

Vessels of the Royal Packet Co. leave Singapore for Batavia once a week, and sometimes oftener. The French Mail Steamer *La Seyne* connects Batavia with the P. & O. and French Mails. Vessels of the Royal Packet Co. run in connection with the German Mail Steamers. Fares, 1st class \$60, 2nd class \$45, 3rd class \$25. The run to Batavia takes two days. On arrival at Tandjong Priok, the port of Batavia, passengers land at the custom house station, where their baggage is examined. A steam tram runs through the upper town of Batavia every eight minutes. There are also omnibuses from the Hotels, which meet passengers on arrival.

Hotels (which all lie along the tram line): Hotel des Indes (with dependencies), Hotel der Nederlanden, Hotel Wisse, Hotel de Java, Hotel Cavadino, Hotel Ort, Hotel Molenvliet, Hotel Leroux, Hotel Gilbert.

Hotel Charges: from 5 to 6 guilders a day, inclusive of all meals.

Foreigners who intend travelling through Java should immediately on arrival in the country apply to their Consul to make the necessary arrangements for them with the authorities.

Carriages, can always be had. Hire, 2 guilders for 4 hours, and 4 guilders for 6 hours or the whole of an evening.

Travellers through Java should go from Batavia to Buitenzorg, and from Buitenzorg to Soekaboemi, then from Soekaboemi to Sindanglaya, and so on to Sourabaya and return to Singapore by one of the Dutch Royal Steam Packet Co.'s vessels.

P & O. STEAM NAVIGATION CO.

RATES OF PASSAGE MONEY FROM SINGAPORE.

BERTH IN A GENERAL CABIN.	London.	Marseilles, Venice, Brindisi, Malta, or Gibraltar.	Port Said or Ismailia.	Aden.	Bombay.	Colombo.	Calcutta.	King George's Sound.	Adelaide, Melbourne, or Sydney.	Penang.	Hongkong.	Shanghai.	Nagasaki.	Kobe.	Yokohama.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1st Saloon Single	530	495	455	290	190	140	210	290	800	25	80	125	150	150	150
Return	...	...	683	485	25	210	315	485	450	37.50	120	187.50	225	225	225
2nd Saloon Single	340	305†	280	210	130	100	140	200	225	18	60	80	100	100	100
Return	...	...	420	31	195	150	210	300	337.50	27	90	120	150	150	150

RATES OF PASSAGE MONEY FROM PENANG.

BERTH IN A GENERAL CABIN.	London.	Marseilles, Venice, Brindisi, Malta, or Gibraltar.	Port Said or Ismailia.	Aden.	Bombay.	Colombo.	Calcutta.	King George's Sound.	Adelaide, Melbourne, or Sydney.	Singapore.	Hongkong.	Shanghai.	Nagasaki.	Kobe.	Yokohama.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1st Saloon Single	530	495	455	290	190	140	210	290	800	25	100	145	170	170	170
Return	...	...	683	485	285	210	315	435	450	37.50	150	217.50	255	255	255
2nd Saloon Single	340	305†	280	210	130	100	140	200	225	18	75	100	115	115	115
Return	...	...	420	315	195	150	210	300	337.50	27	112.50	150	172.50	172.50	172.50

† Only First Saloon passengers conveyed by the Express Steamers "Isis" and "Ostrich" between Port Said and Brindisi.

MESSAGERIES MARITIMES.

RATES OF PASSAGE MONEY IN DOLLARS.

FROM SINGAPORE TO					1st Class.	2nd Class.	3rd Class.
					\$	\$	\$
Yokohama, Kobe & Nagasaki	...			...	150	100	55
Shanghai	...	...	...	...	125	80	45
Hongkong	...	...	...	...	80	60	32
Saigon	...	...	...	...	55	40	22
Samarang	...	...	...	...	90	65	40
Batavia	...	...	...	...	60	45	25
Calcutta	...	...	...	...	210	140	75
Madras	...	...	...	...	185	125	65
Pondichery	...	...	...	...	170	115	60
Colombo	...	...	...	...	140	100	55
Bombay	...	...	...	...	190	130	75
Aden or Djibouti	...	...	...	...	290	210	105
Suez	...	...	...	...	440	270	145
Port Said	...	...	...	...	455	285	150
Marseilles	...	...	...	...	495	325	190
London (by rail)	...	...	...	...	530	355	...
King George's Sound	...	...	...	...	290	210	150
Adelaide, Melbourne and Sydney	...	...	...	...	300	230	160

MESSAGERIES MARITIMES.

RETURN TICKETS FOR EUROPE.

		<i>Available for</i>	
		9 MONTHS.	12 MONTHS.
		\$	\$
Singapore to Marseilles and back ...	First Class	780	875
	Second „	535	570
	Third „	300	315
Singapore to London and back ...	First Class	850	940
	Second „	600	640

Return Tickets between Intermediate Ports are granted from Singapore to any other port of call between Port-said and Yokohama, available for 4, 8 & 12 months with a reduction of 25%, 20%, and 20% 15%, respectively on the amount of both journeys.

Passengers having paid the full fare on the outward voyage are entitled to a reduction of 20% if re-embarking within 6 months from landing, or 10% if returning within 12 months.

Native Servants.—To Marseilles pay the deck passage \$100 and are entitled to a free return passage to port of embarkation by the first steamer leaving after their arrival at Marseilles.

Between Singapore and Yokohama and *vice versa*, first class passengers are entitled to a free passage for a native servant.

Children.—Under 3 years free, between 3 and 12 years half fare, over 12 years full fare. If more than one child under 3 years, one only will be taken free, the others will pay quarter fare each.

Baggage.—1st and 2nd class passengers are allowed 3 cwt. Children and 3rd class passengers 1½ cwt.

Passengers' heavy baggage is conveyed free from Marseilles to London by the Company's weekly cargo service.

STRAITS STEAM SHIP CO., LTD.

RATES OF PASSAGE, FOR 1898.

	Singapore.	Malacca.	P. Dickson	Klang.	T. Anson.	Penang.	Remarks.
1st Class.							
From Singapore ..	\$	\$	\$	\$	\$	\$	
Malacca ..	8	8	12	15	16	20	
P. Dickson ..	12	6	6	10	12	17	
Klang ..	15	10	8	8	11	16	
T. Anson ..	16	12	11	10	10	15	
Penang ..	20	17	16	15	5	5	
2nd Class.							
Singapore ..	...	4	6	7½	8	10	
Malacca ..	4	...	3	5	6	8½	
P. Dickson ..	6	3	...	4	5½	8	
Klang ..	7½	5	4	...	5	7½	
T. Anson ..	8	6	5½	5	...	2½	
Penang ..	10	8½	8	7½	2½	...	
Upper Deck.							
Singapore ..	...	2	3	4			
Malacca ..	2	...	1½	2			
P. Dickson ..	...	1½	...	1½			
Klang ..	4	2	1½	...			

Second Class Passage per S. S. "Hye Leong" & "Lady Weld" only. Upper Deck Passage per S. S. "Sappho" only.
 Leaving Singapore, S. S. "Hye Leong" on Mondays and S. S. "Malacca" on Wednesdays connect with the
 S. S. "Lady Weld" for Penang, for passengers and cargo.

For further particulars see Time Table.

MOVEMENTS.—STRAITS STEAM SHIP CO., LTD., STEAMERS.

STEAMERS.	S. S. HYE LEONG.	S. S. MALACCA.	S. S. BAN WAT HIN.	S. S. SAPHO.
OUTWARD.				
<i>Leave Singapore</i> ...	Monday 5 p.m.	Wednesday 5 p.m.	Friday 5 p.m.	Saturday 5 p.m.
<i>Arrive Malacca</i> ...	Tuesday 6 a.m.	Thursday 5 a.m.	Saturday 6 a.m.	Sunday 5 a.m.
<i>Leave Malacca</i> ...	Tuesday 6 15 a.m.	Thursday 5 15 a.m.	Saturday a.m.	Sunday 6 a.m.
<i>Arr. Port Dickson</i> ...	—	Thursday 9 a.m.	Saturday a.m.	Sunday 10 a.m.
<i>Leave Port Dickson</i> ...	—	Thurs. 10 30 a.m.	Saturday p.m.	Sunday 10 30 a.m.
<i>Arr. Kuala Klang</i> ...	Tuesday — p.m.	Thurs. 4 15 p.m.	—	—
<i>Arrive Klang</i> ...	Tuesday — p.m.	Thurs. 4 30 p.m.	Sunday a.m.	Sunday 4 p.m.
<i>Leave K. Klang</i> ...	Wednesday 7 a.m.	Friday 7 a.m.	—	—
<i>Arr. Teluk Anson</i> ..	—	—	—	P. Dickson Mails and passengers only.
HOMEWARD.				
<i>Leave T. Anson</i> ...	Wedn'sday 5 30 p.m.	Saturday 5 30 p.m.	—	—
<i>Arr. K. Klang</i> ...	—	Sunday 6 a.m.	—	—
<i>Arrive Klang</i> ...	Thursday 7 a.m.	—	—	—
<i>Leave K. Klang</i> ...	—	Sunday 8 30 a.m.	—	—
<i>Leave Klang</i> ...	Thursday 5 p.m.	Sunday —	Monday p.m.	Tuesday 5 p.m.
<i>Arr. Port Dickson</i> ...	Friday 5 a.m.	Sunday 2 p.m.	—	—
<i>Leave Port Dickson</i> ...	Friday a.m.	Sunday 3 30 p.m.	—	—
<i>Arrive Malacca</i> ...	Friday noon.	Sunday 3 30 p.m.	Tuesday a.m.	Wednesday 5 a.m.
<i>Leave Malacca</i> ...	Friday 5 p.m.	Sunday 8 30 p.m.	Tuesday 5 p.m.	Wednesday 6 a.m.
<i>Arrive Singapore</i> ...	Saturday 6 a.m.	Monday 8 30 a.m.	Wednesday 7 a.m.	Wednesday 5 p.m.
REMARKS.				Malacca Mails and passengers only

"Lady Weld" leaves Teluk Anson on Wednesdays and Saturdays for Penang returning thence on Tuesdays and Fridays, connecting with the "Hye Leong" and the "Malacca." "Lady Mitchell" from Singapore to Native States ports on dates to be arranged.

SUNGEI UJONG RAILWAY CO., LTD.

TIME TABLE.

DOWN TRAINS.		WEEK DAYS.		SUNDAYS.
		A.M.	P.M.	A.M.
Leave	Seremban	... *7 30	2 00	7 00
Arrive	Rassak	... 7 37	2 07	7 07
Leave	Rassak	... 7 40	2 10	7 10
Arrive	K. Sawah	.. 8 05	2 35	7 35
Leave	do.	... 8 10	2 40	7 40
Arrive	Siliau	... 8 30	3 00	8 00
Leave	do.	... 8 35	3 05	8 05
Arrive	Port Dickson	... 9 05	3 40	8 40

*N.B. —On Monday the train leaves Seremban at 7 A.M. for Port Dickson.

UP TRAINS.		WEEK DAYS.		SUNDAYS
		A.M.	P.M.	P.M.
Leave	Port Dickson	... *11 00	4 30	4 30
Arrive	Siliau	... 11 35	5 05	5 05
Leave	do.	... 11 40	5 10	5 10
Arrive	K. Sawah	... 12 00 Noon.	5 30	5 30
Leave	do.	... 12 05 P.M.	5 35	5 35
Arrive	Rassak	... 12 30 „	6 00	6 00
Leave	do.	... 12 33 „	6 03	6 03
Arrive	Seremban	... 12 40 „	6 10	6 10

*N.B.—On Monday the train leaves Port Dickson at 9-30 A.M. for Seremban.

SUNGEI UJONG RAILWAY CO., LTD.

TABLE OF PASSENGER FARES.

	FORT DICKSON AND				SEREMBAN AND			RASSAK AND		KWALA SAWAH AND
	Sillau.	Kwala Sawah.	Rassak.	Seremban.	Rassak.	Kwala Sawah.	Sillau.	Kwala Sawah.	Sillau.	
First Class, Single	\$ 0.72	\$ 1.02	\$ 1.38	\$ 1.50	\$ 0.12	\$ 0.54	\$ 0.84	\$ 0.42	\$ 0.72	\$ 0.30
Second do.	0.48	0.68	0.92	1 00	0.08	0.36	0.56	0.28	0.48	0.20
Third do.	0.24	0.34	0.46	0.50	0.04	0.18	0.28	0.14	0.24	0.10
First Class, Return	1.08	1.53	2.07	2.25	0.18	0.81	1.26	0.63	1.08	0.45
Second do.	0.72	1.02	1.38	1.50	0.12	0.54	0.84	0.42	0.72	0.30
Third do.	0.36	0.51	0.69	0.75	0.06	0.27	0.42	0.21	0.36	0.15

There are no Steamers advertised to arrive at or leave Port Dickson on Mondays and Saturdays.

The morning train on Tuesday connects with Chinese Steamer for Klang and Ban Wat Hin.

The afternoon train on Wednesday connects with Chinese Steamer for Klang.

The morning train on Thursday connects with the S.S. "*Malacca*" for Klang and Teluk Anson.

The morning train on Friday connects with the S. S. "*Amherst*" and S.S. "*Hye Leong*" for Singapore.

Sunday morning train connects with the S.S. "*Sappho*" for Klang and the S.S. "*Malacca*" for Singapore.

STEAMER FARES.

FROM PORT DICKSON	First		Second		Deck.
	Class.		Class.		
	\$	c.	\$	c.	\$ c.
To Malacca	...	6 00	3 00		0 60
„ Singapore	..	12 00	6 00		1 50
„ Klang	...	8 00	4 00		0 60
„ Teluk Anson	...	11 00	5 50		2 50
„ Penang	...	16 00	8 00		3 50

The Steamers for Klang connect there with trains for Kuala Lumpur, Rawang, Kuala Kubu, Pudu, Sungai Besei and Kajang.

The Steamers for Teluk Anson connect with trains for Tapa Road, Batu Gajah, Ipoh and Enggor, also with Steamers for Penang and from there for Port Weld, Perak.

SELANGOR GOVERNMENT RAILWAY.

Passenger Train Service from 15th October, 1899, and until further Notice.

WEEK DAYS AND SUNDAYS.

WEST SECTION (KUALA LUMPUR AND KLANG).

Down. Up.

Stations.	Down.			Stations.	Up.		
	a.m.	a.m.	noon.		a.m.	p.m.	p.m.
Kuala Lumpur	6 30	9 50	12 00	Klang	8 20	12 05	5 00
Petaling	... dep.	6 47	12 17	Padang Java	8 38	12 25	5 17
Batu Tiga	... "	7 14	12 44	... "	8 56	12 43	5 36
Padang Java	... "	7 33	1 02	Petaling	9 24	1 09	6 03
Klang	... arr.	7 50	1 19	Kuala Lumpur	9 40	1 25	6 19

PROVISIONAL LOCAL SERVICE BETWEEN KLANG AND KUALA KLANG.
KLANG AND KUALA KLANG TRAIN SERVICE.

T. A.	a.m.		p.m.		*D.		*E.	
	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
Klang	7 00	7 20	3 20	3 40	5 00	5 20	6 30	6 50
Kuala Klang	7 20	7 40	3 40	4 00	5 20	5 40	6 50	7 10
"	7 40	8 00	4 00	4 20	5 40	6 00	7 10	7 30
Klang	8 00	8 20	4 20	4 40	6 00	6 20	7 30	7 50

† Will run on week days only. N.B.—These local trains run between Klang and Kuala Klang for the convenience of passengers travelling by Steamer calling at the Kuala; but the Selangor Government Railway does not guarantee the connection between steamer and train. * Will run on Sundays only.

NORTH SECTION (KUALA LUMPUR AND KUALA KUBU).

Stations.	dep.	a.m.	p.m.	Stations.	dep.	a.m.	noon.	p.m.
Kuala Kubu	..	6 30	12 30	Kuala Lumpur	...	6 00	12 00	3 25
Rasa	...	6 43	12 43	Kepong	...	6 22	12 22	3 48
Ulu Yam	...	6 54	12 54	Sungei Buluh	...	6 34	12 34	4 00
Sungei Tampeian	...	7 09	1 09	Kuang	...	6 47	12 47	4 13
Serendah	...	7 23	1 23	Rawang	...	7 06	1 06	4 32
Rawang	...	7 40	1 40	Serendah	...	7 26	1 26	4 52
Kuang	...	7 56	1 56	Sungei Tampeian	...	7 36	1 36	5 02
Sungei Buluh	...	8 09	2 09	Ulu Yam	...	7 50	1 50	5 16
Kepong	...	8 22	2 22	Rasa	...	8 01	2 01	5 27
Kuala Lumpur	... arr.	2 42	2 42	Kuala Kubu	.. arr.	8 12	2 12	5 38

SOUTH SECTION (KUALA LUMPUR, SUNGEI BESI AND KAJANG).

Stations.	dep.	a.m.	p.m.	Stations.	dep.	a.m.	p.m.
Kajang	...	7 28	12 23	Kuala Lumpur	...	6 05	9 15
Serdang	...	7 49	12 44	Sultan Street	...	6 09	9 19
Sungei Besi	...	7 57	12 52	Pudoh	...	6 15	9 25
Salak	...	8 12	1 07	Salak	...	6 24	9 34
Pudoh	...	8 21	1 16	Sungei Besi	...	6 39	9 48
Sultan Street	...	8 28	1 23	Serdang	...	6 47	...
Kuala Lumpur	arr.	8 30	1 25	Kajang	... arr.	7 07	...

FEDERATED MALAY STATES RAILWAY.

PROVINCE WELLESLEY SECTION.

Passenger Fares from 1st November 1899.

Sanctioned by the British Resident under Enactment No. 13 of 1889.

BETWEEN.	Miles.	SINGLE.			RETURN.		
		1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
		cts.	cts.	cts.	\$ c.	cts.	cts.
Penang and Prai	...	15	10	5	.30	20	10
„ „ Bukit Tengah	...	47	30	17	.78	50	28
„ „ Bukit Mertajam	...	71	45	26	1.14		42
Prai and Penang	...	15	10	5	.30	20	10
„ „ Bukit Tengah	...	32	20	12	.48	30	18
„ „ Bukit Mertajam	...	56	35	21	.84	53	32
Bukit Tengah and Penang	...	47	30	17	.78	50	28
„ „ Prai	...	32	20	12	.48	30	18
„ „ Bukit Mertajam	...	24	15	9	.36	23	14
Bukit Mertajam and Penang	...	71	45	26	1.14	73	42
„ „ Prai	...	56	35	21	.84	53	32
„ „ Bukit Tengah	...	24	15	9	.36	23	14

Federated Malay States Railway.

First and Second Class Return Tickets are available for seven days inclusive of date of issue.

Third Class Return Tickets are available for three days inclusive of date of issue.

First Class passengers will be allowed 60 katis of luggage free of charge

Second	do.	40	do.
--------	-----	----	-----

Third	do.	30	do.
-------	-----	----	-----

Passenger's luggage in excess of the above will be charged at the following rates, viz :—

On Steamer, 2 cents for each additional 10 katis or portion of 10 katis.

On Railway, 4 cents for each additional 10 katis or portion of 10 katis ; or, if in large quantities, it may be charged for as goods by truck load, if sufficient notice is given to Station-master.

Children in arms are carried free.

Children under twelve years of age or under four feet in height will be charged half fare.

Dogs are charged 10 cents each on Steamer ; and 20 cents each between all stations on Railway for any distance up to 25 miles.

Cats and other small animals are charged 5 cents each on Steamer ; and 10 cents each between all stations, for any distance up to 25 miles.

Dogs, Cats and other small animals are carried at owner's risk, unless provided with a chain securely fastened and given in charge to the Station-master.

Live animals in crates or hampers are charged parcels rates.

Bicycles, tricycles and perambulators will only be accepted for conveyance by passenger trains provided there is room in brake-van, and on board steamer: they are charged at the rate of 15 cents each on steamer ; and 25 cents each on railway for distances up to 25 miles.

Rattan furniture is charged 5 cents each article on Steamer ; and on Railway 10 cents each article for distances up to 25 miles.

Jinrikishas on wheels will be charged at one half the rate for an ordinary carriage on wheels.

PARCELS RATES :—On Steamer, 10 cents for first 10 lbs. or under ; and 5 cents for each additional 10 lbs. or portion of 10 lbs. ; on railway, for any distance up to 25 miles, the same rates as above.

Silver specie is charged parcels rates.

<i>Copper</i>	do.	half parcels rates.
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Perak State Railways.

First and Second Class Return Tickets are available for seven days, inclusive of date of issue.

Third Class Return Tickets are available for three days, inclusive of date of issue.

First Class passengers will be allowed 60 katis of luggage free of charge.

Second	do.	40	do.
--------	-----	----	-----

Third	do.	30	do.
-------	-----	----	-----

Passengers' luggage in excess of the above mentioned quantities will be charged at the rate of 4 cents for each additional 10 katis or portion of 10 katis, or if in large quantities it may be charged for by the truck load if sufficient notice is given to the Station-master.

Children in arms carried free.

Children under twelve years of age or under four feet in height will be charged half fare.

Dogs are charged 20 cents each between all stations up to 25 miles ; 30 cents each between 25 and 50 miles ; 35 cents each between 50 and 75 miles, and 50 cents each between 75 and 100 miles.

Cats and other small animals are charged 10 cents between all stations up to 50 miles ; 20 cents each between 50 and 75 miles, and 25 cents each between 75 and 100 miles.

Dogs, Cats and other small animals are carried at owner's risk, unless provided with a chain securely fastened and given in charge to the Station-master.

Live animals in crates or hampers are charged parcels rates.

Bicycles, tricycles and perambulators will only be accepted for conveyance by passenger train provided there is room in the brake van ; they are charged at the rate of 25 cents each for distances up to 25 miles ; 50 cents each for distances from 25 miles to 50 miles ; 75 cents for distances from 50 to 75 miles, and \$1 each for distances between 75 and 100 miles.

Rattan furniture is charged 10 cents each article for distances up to 25 miles ; 20 cents each article for distances between 25 and 50 miles ; 25 cents each article for distances between 50 and 75 miles, and 35 cents between 75 and 100 miles—when not sent with other furniture by the truck load.

Jinrikishas on wheels will be charged at one half the rate for an ordinary carriage on wheels.

PARCELS RATES :—Up to 25 miles 10 cents for first 10 lbs. or under, afterwards 5 cents for each 10 lbs. or portion of 10 lbs. ; 25 miles to 50 miles 15 cents for first 10 lbs. and under, afterwards 10 cents for each 10 lbs. or portion of 10 lbs. ; 50 to 75 miles 20 cents for first 10 lbs. and under, afterwards 15 cents for each 10 lbs. or portion of 10 lbs. ; and for distances 75 to 100 miles 30 cents for first 10 lbs. and under, afterwards 20 cents for each 10 lbs. or portion of 10 lbs.

Silver specie is charged parcels rates.

Copper	do.	half parcels rates.
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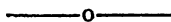
PERAK STATE RAILWAYS.

PROVINCE WELLESLEY SECTION.

Time-Table from 1st September, 1899.

STATIONS.	Week-days.							Sundays.			
	1	2	3	4	5	6		7	8	9	10
DOWN TRAINS.											
Penang	a.m.	6 50	a.m.	11 50	p.m.	4 50		a.m.	8 50	p.m.	4 50
Prai	...	7 10	9 10	12 10	3 10	5 10		...	9 10	...	5 10
Prai	6 20	7 30	9 30	12 30	3 30	5 30		8 20	9 30	4 20	5 30
Bukit Tengah	6 34	7 44	9 44	12 44	3 44	5 44		8 34	9 44	4 34	5 44
Bukit Mertajam	6 44	7 54	9 54	12 54	3 54	5 54		8 44	9 54	4 44	5 54
UP TRAINS.											
Bukit Mertajam	a.m.	8 50	a.m.	2 50	p.m.	6 0		a.m.	8 50	p.m.	6 0
Bukit Tengah	...	9 1	12 1	3 1	5 1	6 11		9 1	10 11	5 1	6 11
Prai	7 14	9 14	12 14	3 14	5 14	6 24		9 14	10 24	5 14	6 24
Prai	7 20	9 20	12 20	3 20	5 20	...		9 20	...	5 20	...
Penang	7 40	9 40	12 40	3 40	5 40	...		9 40	...	5 40	...

PERAK STATE RAILWAYS.



KRIAN SECTION.

Time-Table from 1st November, 1899.

STATIONS.		1	2	3	4	5
DOWN TRAINS.		a.m.	a.m.	p.m.	p.m.	p.m.
Krian River	... <i>Dep.</i>	...	0	1 20	2 0	...
Parit Buntar	... <i>Arr.</i>	...	9 9	1 29	2 9	...
Parit Buntar	... <i>Dep.</i>	7 0	...	...	...	4 45
Simpang Lima	... „	7 9	...	...	...	4 54
Sungei Bogak	... „	7 21	...	...	...	5 6
Bagan Serai	... <i>Arr.</i>	7 30	...	...	...	5 15
UP TRAINS.		a.m.	p.m.	p.m.		p.m.
Bagan Serai	... <i>Dep.</i>	8 0	...	...	...	5 30
Sungei Bogak	... „	8 10	...	...	...	5 40
Simpang Lima	... „	8 22	..	...	...	5 52
Parit Buntar	... <i>Arr.</i>	8 30	...	...	...	6 0
Parit Buntar	... <i>Dep.</i>	8 36	1 0	1 35	...	...
Krian River	... <i>Arr.</i>	8 45	1 9	1 44	...	...

PERAK STATE RAILWAYS.

LARUT LINE.

Time-table from 1st September, 1899.

STATIONS.			Week-days.			
			1	2	3	4
DOWN TRAINS.			a.m.	a.m.	p.m.	p.m.
Pondok Tanjong	... Dep.	...	...	8 34	...	3 4
Ulu S'apetang	... "	...	...	8 50	...	3 20
Krian Road	... "	...	...	8 58	...	3 28
Kamunting	... "	...	...	9 9	...	3 39
Taiping	... Arr.	...	...	9 22	...	3 52
Taiping	... Dep.	6 0	6 0	9 40	...	4 15
Simpang	... "	6 12	6 12	9 52	...	4 27
Matang Road	... "	6 21	6 21	10 1	...	4 36
Port Weld	... Arr.	6 30	6 30	10 10	...	4 45
UP TRAINS.			a.m.	a.m.	p.m.	p.m.
Port Weld	... Dep.	6 45	6 45	10 25	...	4 55
Matang Road	... "	6 55	6 55	10 35	...	5 5
Simpang	... "	7 4	7 4	10 44	...	5 14
Taiping	... Arr.	7 15	7 15	10 55	...	5 25
Taiping	... Dep.	7 30	7 30	...	2 0	...
Kamunting	... "	7 44	7 44	...	2 14	...
Krian Road	... "	7 55	7 55	...	2 25	...
Ulu S'apetang	... "	8 4	8 4	...	2 34	...
Pondok Tanjong	... Arr.	8 18	8 18	...	2 48	...

Trains printed in large figures (thus 6-0) will not run on Sundays.
The other trains will run as on week-days.

PERAK STATE RAILWAYS.

KINTA VALLEY LINE.

Time-Table from 1st July, 1898.

STATIONS.	WEEK DAYS.							
	1	2	3	4	5	6	7	8
DOWN TRAINS.								
Enggor	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Sungei Siput	...	...	...	8 50	...	12 54	...	...
Chemor	...	...	...	9 18	...	1 19	...	...
Tanjong Rambutan	...	...	...	9 46	...	1 44	3 35	...
Ipoh	...	...	...	10 4	...	2 25	3 51	...
Ipoh	...	...	...	10 31	...	2 25	4 16	...
Lahat	7 0	7 50	9 3	...	12 0	2 30	4 32	...
Batu Gajah	7 20	8 5	9 18	...	12 15	2 45	4 48	...
Batu Gajah	7 36	8 20	9 33	...	12 30	3 0	5 3	...
Kota Bharu	7 46	...	9 35	...	...	3 2	...	...
Kampar	8 7	...	9 54	...	...	3 20	...	...
Temoh	8 49	...	10 22	...	...	3 49	...	...
Tapah Road	9 15	...	10 38	...	...	4 5	...	...
Chikus	9 38	...	10 55	...	...	4 22	...	...
Teluk Anson Wharf	10 7	...	11 20	...	...	4 47	...	...
	10 39	...	11 48	...	...	5 15	...	...

Trains printed in block figures (thus 7-50) will not run on Sundays.

No. 3 Up Train will be stopped at Chikus and Kota Bharu only on notice being given to Guard or Station-master.
Only Third Class accommodation will be provided by No. 1 Down Train and No. 6 Up Train, but holders of First Class Tickets may travel in brake-van.

PERAK STATE RAILWAYS.

KINTA VALLEY LINE.

Time-table from 1st July, 1898.

STATIONS.	WEEK DAYS.							
	1	2	3	4	5	6	7	8
UP TRAINS.								
Teluk Anson Wharf	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Chikus	...	...	8 0	...	...	12 47	2 18	...
Tapah Road	...	...	8 28	...	...	1 20	2 47	...
Tenoh	...	...	8 54	...	...	1 54	3 13	...
Kampar	...	...	9 10	...	...	2 16	3 29	...
Kota Bharu	...	...	9 27	...	...	2 44	3 47	...
Batu Gajah	...	...	9 53	...	...	3 21	4 14	...
Lahat	...	8 25	10 12	12 35	...	3 48	4 33	5 8
Ipoh	...	8 41	10 28	12 51	...	4 10	4 49	5 24
Tanjong Rambatan	...	8 55	10 42	1 5	...	4 25	5 3	5 38
Chemor	6 40	...	10 47	...	2 40	...	...	...
Chemor	7 9	...	11 13	...	3 6	...	...	...
Chemor	7 25	...	11 28	...	3 21	...	...	...
Sungei Siput	7 27	...	11 29	...	...	...	...	...
Enggor	7 55	...	11 54	...	...	...	...	...
	...	...	p.m.	...	...	...	...	...
	8 21	...	12 18	...	...	...	...	...

Trains printed in block figures (thus 7-50) will not run on Sundays.

No. 3 Up Train will be stopped at Chikus and Kota Bharu only on notice being given to Guard or Station-master.
Only Third Class accommodation will be provided by No. 1 Down Train and No. 6 Up Train, but holders of First Class Tickets may travel in brake-van.

PERAK STATE RAILWAYS.

KRIAN SECTION.

PASSENGER FARES BETWEEN

KRIAN RIVER AND OTHER STATIONS

FROM 1ST NOVEMBER, 1899.

Sanctioned by the British Resident under Enactment No. 13 of 1899.

BETWEEN	Miles.	SINGLE.			RETURN.		
		First Class.	Second Class.	Third Class.	First Class.	Second Class.	Third Class.
		cts.	cts.	cts.	\$ cts.	cts.	cts.
Krian River and Parit Buntar	3	24	15	9	36	23	14
" " Simpang Lima	5	40	25	15	60	38	23
" " Sungei Bogak	9	72	45	27	1. 8	68	41
" " Bagan Serai	11	88	55	33	1. 32	83	50
Parit Buntar and Krian River	3	24	15	9	36	23	14
" " Simpang Lima	3	24	15	9	36	23	14
" " Sungei Bogak	6	48	30	18	72	45	27
" " Bagan Serai	9	72	45	27	1. 8	68	41
Simpang Lima and Krian River	5	40	25	15	60	38	23
" " Parit Buntar	3	24	15	9	36	23	14
" " Sungei Bogak	4	32	20	12	48	30	18
" " Bagan Serai	6	48	30	18	72	45	27
Sungei Bogak and Krian River	9	72	45	27	1. 8	68	41
" " Parit Buntar	6	48	30	18	72	45	27
" " Simpang Lima	4	32	20	12	48	30	18
" " Bagan Serai	3	24	15	9	36	23	14
Bagan Serai and Krian River	11	88	55	33	1. 32	83	50
" " Parit Buntar	9	72	45	27	1. 8	68	41
" " Simpang Lima	6	48	30	18	72	45	27
" " Sungei Bogak	3	24	15	9	36	23	14

PERAK STATE RAILWAYS.

LARUT LINE.

PASSENGER FARES FROM 1st NOVEMBER, 1899.

Sanctioned by the British Resident under Enactment No. 13 of 1899.

BETWEEN		Miles.	SINGLE.			RETURN.		
			First Class.	Second Class.	Third Class.	First Class.	Second Class.	Third Class.
			\$ c.	\$ c.	cts.	\$ c.	\$ c.	cts.
Port Weld and Matang Road	...	3	24	15	9	36	22	14
" " Simpang	...	5	40	25	15	60	38	23
" " Taiping	...	9	72	45	27	1. 8	68	41
" " Kamunting	...	12	96	60	36	1.44	90	54
" " Krian Road	...	15	1.20	75	45	1.80	1.13	68
" " Ulu Sa'Petang	...	17	1.36	85	51	2. 4	1.28	77
" " Pondok Tanjong	...	20	1.60	1.00	60	2.40	1.50	90
Matang Road and Simpang	...	3	24	15	9	36	23	14
" " Taiping	...	6	48	30	18	72	45	27
" " Kamunting	...	9	72	45	27	1. 8	68	41
" " Krian Road	...	12	96	60	36	1.44	90	54
" " Ulu Sa'Petang	...	14	1.12	70	42	1.68	1. 5	63
" " Pondok Tanjong	...	18	1.44	90	54	2.16	1.35	81
Simpang and Taiping	...	4	32	20	12	48	30	18
" " Kamunting	...	7	56	35	21	84	53	32
" " Krian Road	...	10	80	50	30	1.20	75	45
" " Ulu Sa'Petang	...	12	96	60	36	1.44	90	54
" " Pondok Tanjong	...	16	1.28	80	48	1.92	1.20	72
Taiping and Kamunting	...	4	32	20	12	48	30	18
" " Krian Road	...	7	56	35	21	84	53	32
" " Ulu Sa'petang	...	9	72	45	27	1. 8	68	41
" " Pondok Tanjong	...	13	1. 4	65	39	1.56	98	59
Kamunting and Krian Road	...	4	32	20	12	48	30	18
" " Ulu Sa'Petang	...	6	48	30	18	72	45	27
" " Pondok Tanjong	...	9	72	45	27	1. 8	68	41
Krian Road and Ulu Sa'Petang	...	3	24	15	9	36	23	14
" " Pondok Tanjong	...	6	48	30	18	72	45	27
Ulu Sa'Petang and Pondok Tanjong	...	4	32	20	12	48	30	18

PERAK STATE RAILWAYS.**KINTA VALLEY LINE.****Passenger Fares.**

BETWEEN.	Miles.	SINGLE.			RETURN.		
		1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
Teluk Anson and Chikus..	10	\$ 80	\$ 50	\$ 30	\$ 1 20	\$ 75	\$ 45
„ Tapah Road	18	1 44	90	54	2 16	1 35	81
„ Temoh	22	1 76	1 10	66	2 64	1 65	99
„ Kampar	27	2 16	1 35	81	3 24	2 3	1 21
„ Kota Bharu	36	2 88	1 80	1 8	4 32	2 70	1 62
„ Batu Gajah	41	3 28	2 5	1 23	4 92	3 8	1 85
„ Lahat	46	3 68	2 30	1 38	5 52	3 45	2 7
„ Ipoh	50	4 00	2 50	1 50	6 00	3 75	2 25
„ Tanjong Rambutan..	59	4 72	2 95	1 77	7 8	4 43	2 66
„ Chemor	63	5 4	3 15	1 89	7 56	4 73	2 84
„ Sungei Siput	71	5 68	3 55	2 13	8 52	5 33	3 20
„ Enggor	79	6 32	3 95	2 37	9 48	5 93	3 56
Chikus and Tapah Road...	9	72	45	27	1 8	68	41
„ Temoh	13	1 4	65	39	1 56	98	59
„ Kampar	18	1 44	90	54	2 16	1 35	81
„ Kota Bharu	27	2 16	1 35	81	3 24	2 3	1 22
„ Batu Gajah	32	2 56	1 60	96	3 84	2 40	1 44
„ Lahat	37	2 96	1 85	1 11	4 44	2 78	1 67
„ Ipoh	41	3 28	2 5	1 23	4 92	3 8	1 85
„ Tanjong Rambutan..	50	4 00	2 50	1 50	6 00	3 75	2 25
„ Chemor	54	4 32	2 70	1 62	6 48	4 5	2 43
„ Sungei Siput	62	4 96	3 10	1 86	7 44	4 65	2 79
„ Enggor	70	5 60	3 50	2 10	8 40	5 25	3 15
Tapah Road and Temoh..	5	40	25	15	60	38	23
„ Kampar	10	80	50	30	1 20	75	45
„ Kota Bharu	19	1 52	95	57	2 28	1 43	86
„ Batu Gajah	24	1 92	1 20	72	2 88	1 80	1 8
„ Lahat	29	2 32	1 45	87	3 48	2 18	1 31
„ Ipoh	33	2 64	1 65	99	3 96	2 48	1 49
„ Tanjong Rambutan..	42	3 36	2 10	1 26	5 4	3 15	1 89
„ Chemor	46	3 68	2 30	1 38	5 52	3 45	2 7
„ Sungei Siput	54	4 32	2 70	1 62	6 48	4 5	2 43
„ Enggor	62	4 96	3 10	1 86	7 44	4 65	2 79
Temoh and Kampar	5	40	25	15	60	38	23
„ Kota Bharu ..	14	1 12	70	42	1 68	1 5	63
„ Batu Gajah	19	1 52	95	57	2 28	1 43	86
„ Lahat	24	1 92	1 20	72	2 88	1 80	1 8
„ Ipoh	28	2 24	1 40	84	3 36	2 10	1 26
„ Tanjong Rambutan	37	2 96	1 85	1 11	4 44	2 78	1 67

PERAK STATE RAILWAYS.

KINTA VALLEY LINE.

Passenger Fares.

BETWEEN.	Miles.	SINGLE.			RETURN.		
		1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.
Temoh and Chemor ...	41	\$ 28	\$ 25	\$ 23	\$ 49	\$ 38	\$ 185
„ Sungei Siput ...	49	3 92	2 45	1 47	5 88	3 68	2 21
„ Enggor ...	57	4 56	2 85	1 71	6 84	4 28	2 57
Kampar and Kota Bharu.	9	72	45	27	1 8	68	41
„ Batu Gajah ...	15	1 20	75	45	1 80	1 13	68
„ Lahat ...	19	1 52	95	57	2 28	1 43	86
„ Ipoh ...	24	1 92	1 20	72	2 88	1 80	1 8
„ Tanjong Rambutan ...	33	2 64	1 65	99	3 96	2 48	1 49
„ Chemor ...	37	2 96	1 85	1 11	4 44	2 78	1 67
„ Sungei Siput ...	45	3 60	2 25	1 35	5 40	3 38	2 3
„ Enggor ...	53	4 24	2 65	1 59	6 36	3 98	2 39
Kota Bharu and Batu Gajah	6	48	30	18	72	45	27
„ Lahat ...	11	88	55	33	1 32	83	50
„ Ipoh ...	15	1 20	75	45	1 80	1 13	68
„ Tanjong Rambutan.	24	1 92	1 20	72	2 88	1 80	1 8
„ Chemor ...	28	2 24	1 40	84	3 36	2 10	1 26
„ Sungei Siput ...	36	2 88	1 80	1 8	4 32	2 70	1 62
„ Enggor ...	44	3 52	2 20	1 32	5 28	3 30	1 98
Batu Gajah and Lahat ...	5	40	25	15	60	38	23
„ Ipoh ...	9	72	45	27	1 8	68	41
„ Tanjong Rambutan	18	1 44	90	54	2 16	1 35	81
„ Chemor ...	22	1 76	1 10	66	2 64	1 65	99
„ Sungei Siput ...	30	2 40	1 50	90	3 60	2 25	1 35
„ Enggor ...	38	3 4	1 90	1 14	4 56	2 85	1 71
Lahat and Ipoh ...	5	40	25	15	60	38	23
„ Tanjong Rambutan	14	1 12	70	42	1 68	1 5	63
„ Chemor ...	18	1 44	90	54	2 16	1 35	81
„ Sungei Siput ...	26	2 8	1 30	78	3 12	1 95	1 17
„ Enggor ...	34	2 72	1 70	1 2	4 8	2 55	1 53
Ipoh and Tanjong							
„ Rambutan...	9	72	45	27	1 8	68	41
„ Chemor ...	13	1 4	65	39	1 56	98	59
„ Sungei Siput ...	21	1 68	1 5	63	2 52	1 58	95
„ Enggor ...	29	2 32	1 45	87	3 48	2 18	1 31
Tanjong Rambutan and							
„ Chemor ...	5	40	25	15	60	38	23
„ Sungei Siput ...	13	1 4	65	39	1 56	98	59
„ Enggor ...	21	1 68	1 5	63	2 52	1 58	95
Chemor and Sungei Siput.	8	64	40	24	96	60	36
„ Enggor ...	16	1 28	80	48	1 92	1 20	72
Sungei Siput and Enggor.	8	64	40	24	96	60	36

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Third	do.	30	do.
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Passengers' luggage in excess of the abovementioned quantities will be charged at the rate of 4 cents for each additional 10 katis or portion of 10 katis, or if in large quantities it may be charged for by the truck load if sufficient notice is given to the Station-master.

Children in arms are carried free.

Children under twelve years of age or under four feet in height will be charged half fare.

Dogs are charged 20 cents each between all stations up to 25 miles ; 30 cents each between 25 and 50 miles ; 35 cents each between 50 and 75 miles ; and 50 cents each between 75 and 100 miles.

Cats and other small animals are charged 10 cents between all stations up to 50 miles ; 20 cents each between 50 and 75 miles, and 25 cents each between 75 and 100 miles.

Dogs, Cats and other small animals are carried at owner's risk, unless provided with a chain securely fastened and given in charge to the Station-master.

Live animals in crates or hampers are charged parcels rates.

Bicycles, tricycles and perambulators will only be accepted for conveyance by passenger train provided there is room in the brake van ; they are charged at the rate of 25 cents each for distances up to 25 miles ; 50 cents each for distances from 25 to 50 miles ; 75 cents each for distances from 50 to 75 miles, and \$1 each for distances between 75 and 100 miles.

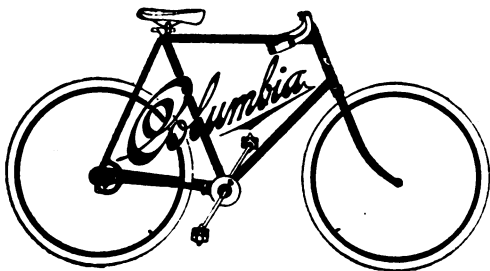
Rattan furniture is charged 10 cents each article for distances up to 25 miles ; 20 cents each article for distances between 25 and 50 miles ; 25 cents each article for distances between 50 and 75 miles, and 35 cents between 75 and 100 miles—when not sent with other furniture by the truck load.

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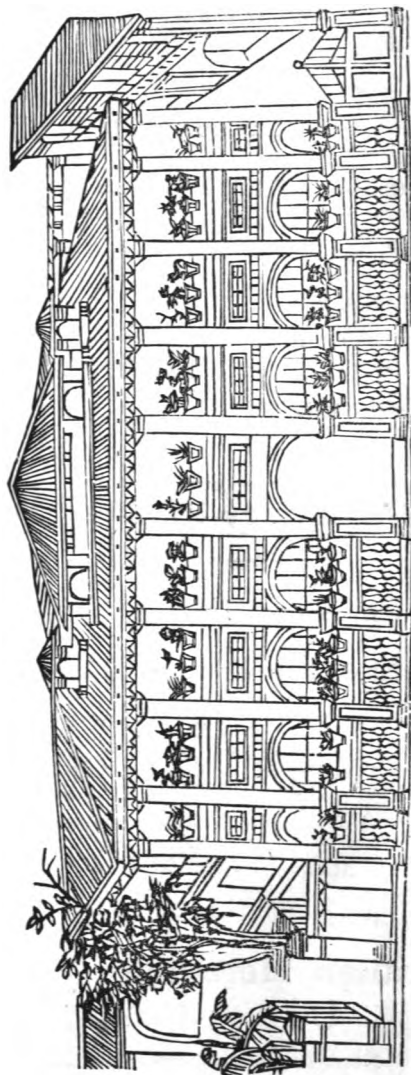
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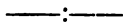
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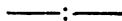
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